

Results

Crash Reductions (Using 6.67 Year Before and After Periods)

Total Crashes:	63.9% Reduction	(From 36 crashes to 13 crashes)
Target Crashes*:	77.3% Reduction	(From 22 crashes to 5 crashes)
Target Injury Crashes:	83.3% Reduction	(From 12 crashes to 2 crashes)
Target PDO Crashes:	70.0% Reduction	(From 10 crashes to 3 crashes)
AADT:	39.3% Increase	(From 5600 vehicles to 7800 vehicles)

\* Target Crashes include all Frontal Impact Crashes.  
The Frontal Impact Crash types considered are as follows: Left Turn-Same Roadway;  
Left Turn-Different Roadways; Right Turn-Same Roadway; Right Turn-Different Roadways; Head On;  
and Angle.

The Treatment Location appears to have had a substantial decrease in both Total and Target Crashes from the before to the after period. The traffic signal installation appears to have dramatically reduced the pattern of Frontal Impact Crashes and Rear End Crashes at the intersection despite the 39 percent AADT increase.

Location Photos Taken on February 9, 2006



For the complete project evaluation report and reports on other projects, please go to:  
<http://www.ncdot.org/doh/preconstruct/traffic/Safety/ses/projects/completed.html>

North Carolina Department of Transportation  
Traffic Engineering and Safety Systems Branch  
Traffic Safety Systems Management Section  
Safety Evaluation Group

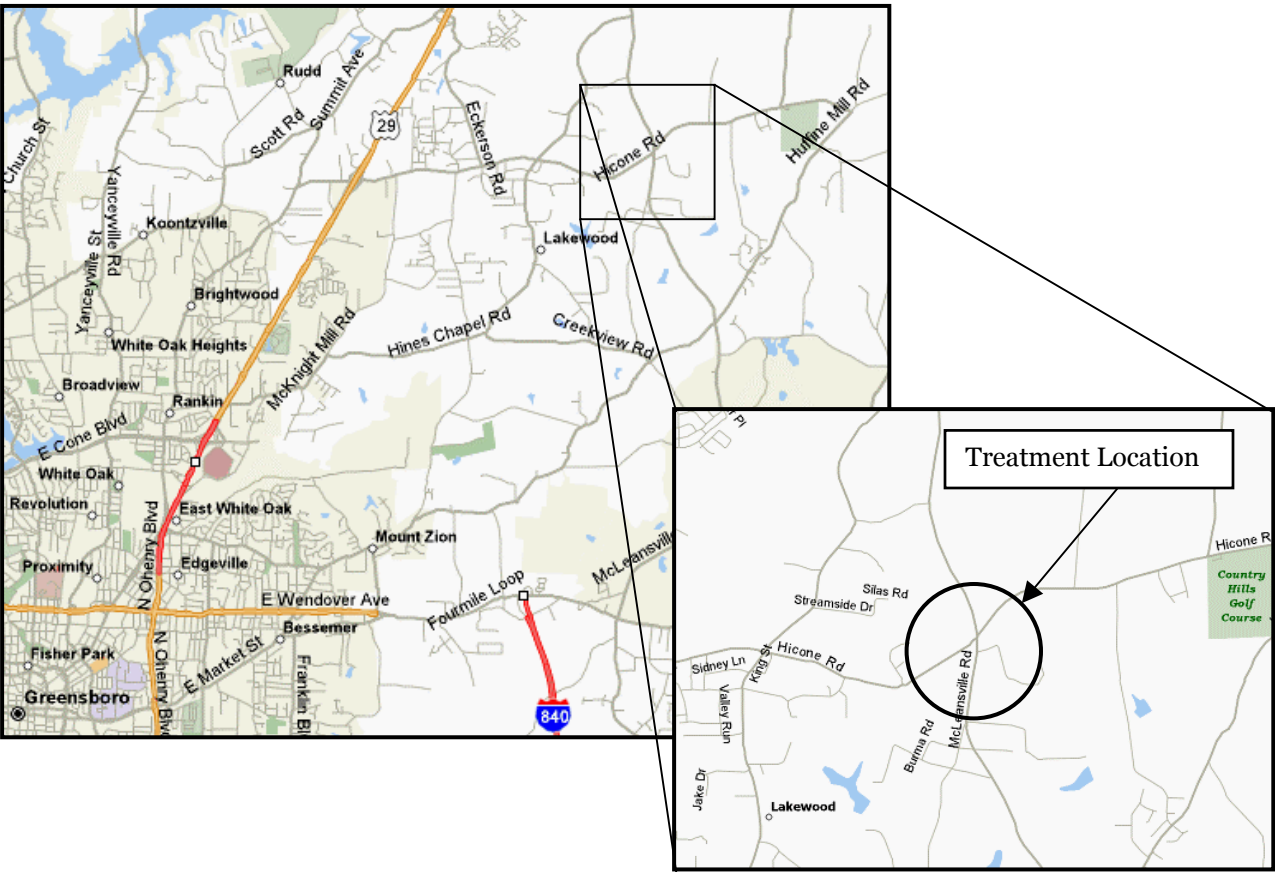
Evaluation of Spot Safety Project # 07-97-210

The Installation of a Traffic Signal at the Intersection of  
SR 2565 (Hicone Road) and SR 2819 (McLeansville Road)  
In Guilford County

The subject intersection is located northeast of Greensboro. Northeast High School is located in the northeast quadrant of the intersection. Prior to the signal installation, the intersection was controlled by stop signs located on SR 2819 (McLeansville Road). Both SR 2565 (Hicone Road) and SR 2819 (McLeansville Road) are two-lane facilities with no turn lanes at the treatment intersection.

Traffic Engineering staff originally recognized this location as needing safety improvements because it had experienced 15 Total Crashes in the time period between May 1, 1994 through March 31, 1997. Increasing volumes at the intersection made it difficult for vehicles to enter the intersection from the side streets. Vehicles on SR 2819 (McLeansville Road) were choosing improper gaps and were struck when entering the intersection. The signal installation was intended to decrease the frequency of Angle Crashes and reduce delay at the subject intersection.

The project was completed on December 15, 1998 at an estimated cost of \$35,000.

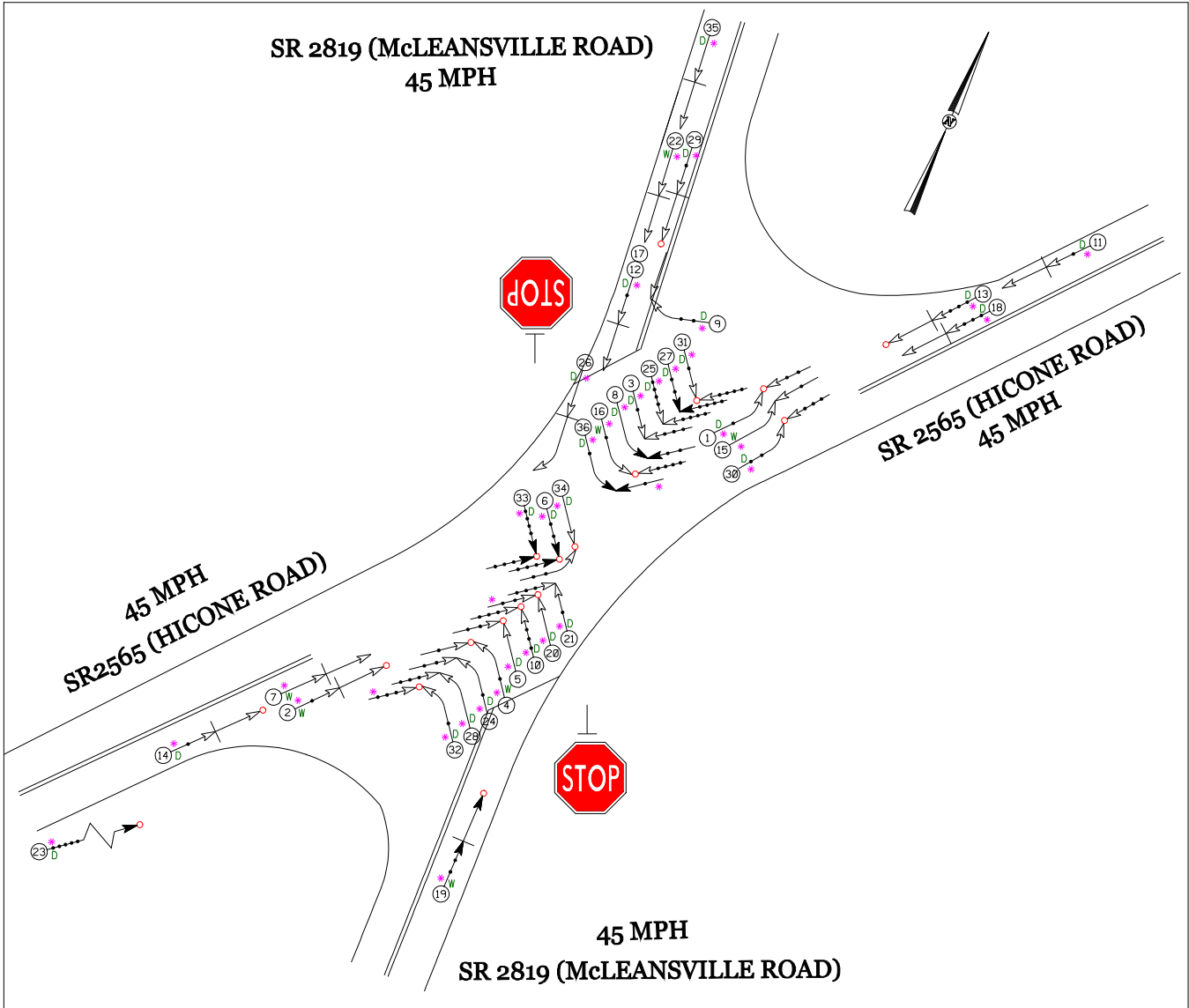


# Before Period Collision Diagram

March 1, 1992 through October 31, 1998

(6.67 Years of Crash Data)

1995 ADT = 5600



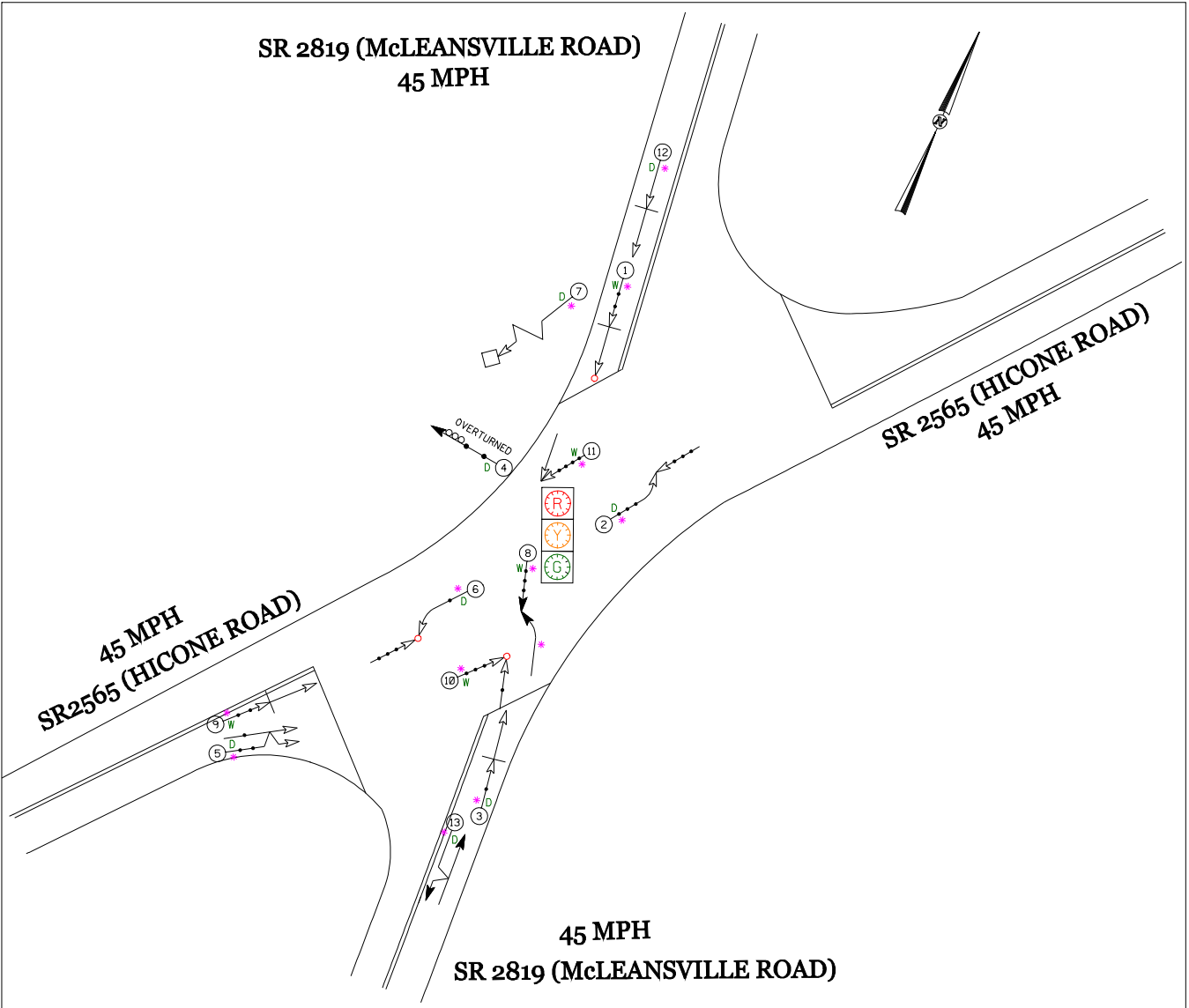
- 36 Total Crashes
- 10 Angle Crashes
- 8 Left Turn-Different Roadway Crashes
- 3 Left Turn-Same Roadway Crashes
- 1 Right Turn-Different Roadway Crash
- 13 Rear End Crashes
- 1 Ran Off Road Crash
- 22 Target Crashes\*
- 12 Target Injury Crashes
- 10 Target PDO Crashes

# After Period Collision Diagram

February 1, 1999 through September 30, 2005

(6.67 Years of Crash Data)

2002 ADT = 7800



- 13 Total Crashes
- 2 Angle Crashes
- 3 Left Turn-Same Roadway Crashes
- 2 Sideswipe Crashes
- 2 Run Off Road Crashes
- 4 Rear End Crashes
- 5 Target Crashes\*
- 2 Target Injury Crashes
- 3 Target PDO Crashes

\* Target Crashes are deemed correctable by the treatment.  
For this evaluation, Target Crashes include all Frontal Impact Crashes such as:  
Left Turn-Same Roadway; Left Turn-Different Roadways; Right Turn-Same Roadway;  
Right Turn-Different Roadways; Head On; and Angle